

COUNTRY East Germany Approved For Release 2003/12/04 : CIA-RDP80-00810A000900540005-8

TOPIC Brand Airfield 25X1

EVALUATION see below PLACE OBTAINED 25X1C

DATE OF CONTENT 4 January to 12 February 1953

DATE OBTAINED 1953 DATE PREPARED 17 March 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 4 and 17 January 1953, 14 trains with a total of 668 axles and 6,384 tons arrived in Brand coming from Cottbus. The trains were loaded with construction material and military goods.¹

2. On 8 January, [] that large quantities of boards, stones and sand were piled up on the edge of the field.

3. The following observations were made at the field between 28 January and 12 February:
28 January. The sky was almost entirely overcast at an altitude of 200 meters. It rained and visibility was limited to 2 km. No air activity was observed.

29 January. There was a 8/10 overcast at an altitude of about 150 meters and a strong westerly wind. It rained. No flights were made.

30 January. Visibility was limited to 6 km and there was a 3/10 overcast at an altitude of 400 meters. Take-offs were made by an Uil-28 plane [] at

8:50 a.m., an Uil-28 [] at 9:20 a.m. and one [] jet bomber

each at 9:50 and 9:55 a.m. The plane [] landed at 9:45 a.m. A

twin-engine plane which was observed aloft at 11:05 a.m. landed at 11:45 a.m. Thirty-two additional take-offs were made by jet bombers up to about 2 p.m. No details could be observed because of the increased number of patrols around the field. A biplane, 2 high-wing monoplanes, 2 transports, and 25 jet bombers were parked on the dispersal area near the flight control building.

31 January. At 9 a.m., there was a 8/10 overcast at an altitude of 400 meters and a visibility of 3 km. Take-offs were made in rapid succession by an Uil-28 plane with

[] and 2 jet bombers [] There was intensive air activity up to 3 p.m. Three jet bombers [] The borders of the field were again strictly guarded by patrols.

1 February. No air activity was observed. There was a 10/10 overcast at an altitude of about 100 meters and visibility of about 2 km. It rained and snowed.

2 February. There was about the same weather as on 1 February. At 9:15 a.m., two Uil-28s [] took off at intervals of 800 meters. About 100 take-offs were made up to about 3 p.m. One IL-28 [] and one IL-28 []

were observed. Two high-wing monoplanes, 1 biplane, 2 multi-engine aircraft and 25 jet bombers were parked at the usual dispersal areas. During the air activity, Soviet sentries patrolled for 4 km outside the field.

3 February. There was a closed cloud base at an altitude of about 100 meters and snowstorm. No air activity was observed.

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4 February. There was a strong southwesterly wind, a 8/10 overcast at an altitude of 300 meters, and visibility of 3 km. Between 9 a.m. and 4 p.m., there was air activity, mostly individual flying by UIL-28s [redacted]

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[redacted] and with IL-28s [redacted]

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At noon, a twin-engine plane took off with two IL-28s [redacted]. There was an interval of about wing spans between the individual planes. During the air activity, about 80 Soviet soldiers patrolled the surroundings of the field.

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5 February. There was a snow storm and a strong westerly wind. There was no air activity.

6 and 7 February. No air activity was observed. The sky was mostly cloudy and the visibility was limited to 3 or 4 km.

8 February. There was a 2/10 overcast at an altitude of about 400 meters and visibility of about 6 km. Air activity started at 10 a.m. Local flights were made by UIL-28s [redacted] and IL-28s [redacted].

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At 11:50 a.m., a twin-engine plane took off being escorted by two IL-28s

[redacted] After 1 p.m., IL-28 planes [redacted]

[redacted] took off at intervals of 500 meters. In the afternoon,

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a transport plane took off with two IL-28s [redacted]. There was an interval of two wing spans between the individual planes. A biplane, 2 high-wing monoplanes, 2 multi-engine aircraft and 25 jet bombers were parked on the usual dispersal area in the middle of the southern taxiway.

9 February. There was a 3/10 overcast at an altitude of about 250 meters and visibility of 3 km. At 10 a.m., air activity was started by the UIL-28 plane

[redacted] Sixty additional take-offs were made by jet bombers up to about 2 p.m. Three IL-28s [redacted] one UIL-28 with the

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[redacted] and one IL-28 [redacted] were observed. Further observations were impossible because of the many sentries who patrolled around the field.

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10 February. One IL-28 plane each [redacted] took off at 9:30 and 9:40

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a.m. The sky was about 8/10 overcast and visibility was limited to 2 km. An additional 43 flights were made by jet bombers up to about 1 p.m. No details could be observed because the field was heavily guarded. The following aircraft were parked in groups on the dispersal areas from west to east: 1 biplane, 5 jet bombers, 2 high-wing monoplanes, 7 jet bombers, 2 transport planes, 8 jet bombers, and 5 jet bombers. The individual groups were about 20 meters apart.

11 February. Between 9:30 a.m. and 1 p.m., individual flights were made by some IL-28s [redacted]. There was a 8/10 overcast at an altitude of about 150 meters and visibility of about 2 km.

12 February. There was a snowstorm, a closed cloud base and visibility of less than 1 km. No air activity was observed.²

4. [redacted] several freight trains with 40 cars each arrived in early February. Many workers were discharged on 6 February.

5. [redacted] the aircraft [redacted] which were involved in flying between 23 January and 12 February flew very cautiously.

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6. On 3 February, a contract for additional construction work was signed by the Bauunion Spree at the field and sent to the Soviet construction staff in Werder. A leading employee of the Bauunion stated that in this contract the Bauunion promised to complete up to late March or early April 1953 additional construction work at the field, including the construction of concrete roads

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in the quartering area. For this work 200 to 300 men of the Bauunion Spree were to remain at the construction up to early April. Furthermore, repair work was to be done on the shrapnelproof aircraft revetments on which construction work had been accelerated.

7. Almost every day after 9 February, flying was practiced by jet bombers in the Luebben-Lieberose-Schwielochsee area.

25X1A 1. [REDACTED] Comment. An air force unit from Cottbus was transferred to Finsterwalde between 12 and 15 January 1953. It is believed that part of this supply unit was transferred to Brand.

25X1A 2. [REDACTED] Comment. Since about 8 January 1953, Brand airfield had also been occupied by a bomber regiment from Finsterwalde, [REDACTED]. It was repeatedly observed that the old regiment at Brand airfield was equipped with about 18 IL-28 or UIL-28 planes. According to recent observations, 25 IL-28s belong to the regiment. Of the aircraft [REDACTED] reported [REDACTED] were definitely observed previously at Finsterwalde airfield. Two or more IL-28s [REDACTED] flew at Brand airfield. However, it appears possible that the regiment from Finsterwalde was transferred with only about 3 IL-28s and that it was assigned some new planes. There was intensive air activity in favorable weather during the reported period, but no flights were made in bad weather.

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